

Austin

Amundson

The
AUSTIN MOTOR CO. LTD

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PUBLICATION 460

*This Catalogue was issued by the Austin Motor Co., Ltd. on January 1st, 1925,
and cancels all previous catalogues relating to the products listed herein*

SCHEDULE OF PRICES AND INSURANCE

The AUSTIN TWENTY

Page		Price at Works
5	Chassis	£395
6	Touring Car 5-7 Seater	£525
7	"Carlton" 4-Door Saloon	£675
8	"Marlborough" three-quarter Landaulet	£675
9	"Mayfair" Enclosed Landaulet	£795
11	"Mayfair" Enclosed Limousine	£795

The AUSTIN TWELVE

Page		Price at Works
13	Chassis	£270
14	"Hertford" 2-4 Seater Touring	£355
15	"Clifton" 5-Seater Touring	£355
16	"Harley" All-Weather	£475
17	"Berkeley" Single Landaulet	£475
19	"Windsor" 4-Door Saloon	£475

Descriptions of body types are those of the British Engineering Standards Association.

SELECTION of COLOURS for "AUSTIN TWENTY" Cars, and the Covered Cars of the "AUSTIN TWELVE" range.
 1. ROYAL BLUE. 2. ELEPHANT GREY. 3. KINGFISHER BLUE. 4. NIGGER BROWN. 5. MAROON.

The AUSTIN SEVEN

Family Model - £149	Sports Model - £170
Coupe Model - £165	Chassis - £120

INSURANCE

Exceptionally favourable insurance rates have been arranged by the Company, as under :

"Austin Twenty"

	INCLUSIVE PREMIUMS
Touring Car, 5-7 Seater	£17 17 6
"Carlton" Saloon	£19 0 0
"Marlborough" Landaulet	£19 0 0
"Mayfair" Landaulet or Limousine	£19 15 0

"Austin Twelve"

	INCLUSIVE PREMIUMS
Touring Cars	£13 0 0
"Harley" All-Weather	£13 15 0
"Berkeley" Landaulet	£13 15 0
"Windsor" Saloon	£13 15 0

"Austin Seven" - all Models, £8 10 0

The AUSTIN CAR

FEATURES

In addition to their extraordinary value, the distinctive features of Austin cars are their long-wearing qualities, as demonstrated by tens of thousands of Austin cars giving good service in all climes and conditions. Low maintenance costs go with unusual power, acceleration, and flexibility of the engines. These in the larger cars have five crankshaft bearings, and there are four speeds. All Austin cars have four-wheel brakes.

VALUE

The Austin car, made at the biggest motor factory in the British Empire, constitutes a triumph of productive organisation in its own sphere. The well-known and well proved soundness of Austin design, quality of material and workmanship, find full application in a most scientific production scheme which alone renders the offer of such extraordinary values possible.

RANGE

The range of Austin cars, from the dainty little "Austin Seven" car, known as "The Motor for the Million" to the "Mayfair" limousine, which is the epitome of motor car value, with the "Austin Twelve" as "The Golden Mean," meets every ordinary need.

PROGRESS

While Austin post-war cars at once came into great demand on their introduction, a steady improvement in design has been carried out without the necessity for alteration in the main features. Post-war design has proved right, and there has been no necessity to depart from it.

PERFORMANCE

Both on the track and in trials of reliability Austin cars of each type have proved their worth over and over again. Their makers, however, do not enter extensively for competition, resting assured that constant dependable service in the hands of many thousands of users is the best proof of excellence. Their suggestion is "Ask an Austin owner."

SERVICE

Austin cars are frequently reported to run anything up to sixty thousand miles with infinitesimal expenditure on repairs or renewals. At the same time, the Company recognise the necessity of providing for skilled attention when this is required, and for this purpose maintain a repair department staffed with long serving employees who know the types of car thoroughly, and are inspired by Austin traditions. Austin Service Depots maintain a supply of spares in proportion to the number of Austin cars in the territory which they serve.

Every Austin car has four-wheel brakes

The AUSTIN TWENTY

GENERAL DIMENSIONS

Wheel base . . .	10ft. 10in. (3,302 mm.)
Track . . .	4ft. 8in. (1,422 mm.)
Full car length (including luggage carrier) . . .	15ft. 8in. (4,750 mm.)
Full car width . . .	5ft. 9in. (1,752 mm.)
Ground clearance . . .	8in. (203 mm.)
Weight of chassis . . .	20 cwt. (1,020 kilo.)

ENGINE.—4-cylinder monobloc; bore $3\frac{1}{4}$ in. (95 mm.); stroke 5in. (127 mm.). Total capacity, 3,610 cc.; R.A.C. rating, 22.4 h.p.; b.h.p. at 2,000 r.p.m., 45. The cylinder head is detachable and the valves are all on the left-hand side. The crankshaft is carried on five bearings of large diameter. The pistons are of aluminium.

FUEL SUPPLY.—Is by a vacuum system. The fuel tank has a capacity of 15 gallons (57 litres), and is provided with a large filler; a dial gauge indicates the amount of fuel in the tank, and is readily observable when replenishing.

IGNITION.—By magneto.

COOLING.—By fan and pump.

LUBRICATION.—Lubrication is by means of a gear pump forcing oil through the drilled crankshaft to all bearings of the crankshaft and camshaft. A large gauze filter in the oil reservoir is easily removed for cleaning. Chassis lubrication by grease gun.

TRANSMISSION.—The clutch is of the single-plate type. The gearbox has four speeds forward, and reverse. The ratios of engine to road wheels are:—1st speed, 17 to 1; 2nd speed, 9.7 to 1; 3rd speed, 6 to 1; top speed, 3.93 to 1. Gear changes are effected by a lever mounted centrally on the top of the box. Final drive is by helical bevel gear mounted on roller bearings. The rear axle is of the three-quarter floating type.

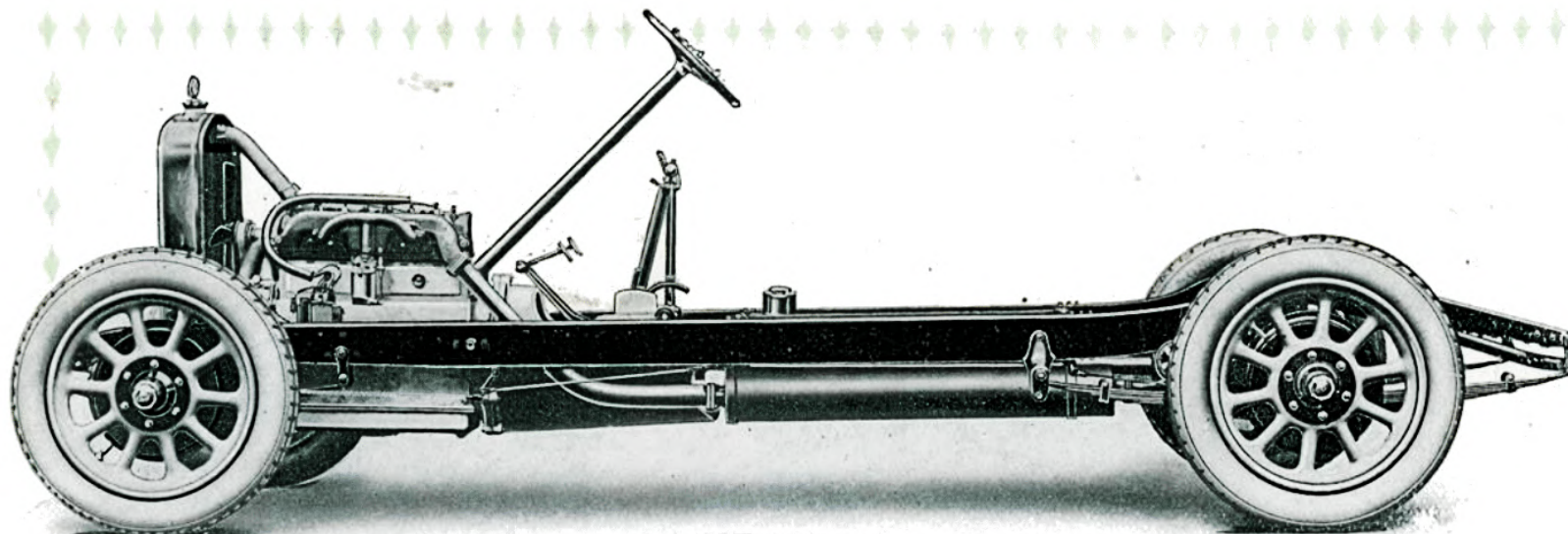
BRAKES.—Front wheel brakes are fitted in addition to those on the rear wheels and on the transmission. The pedal applies brakes to all four road wheels, and the hand lever applies shoes directly to a drum behind the gear box. Both sets of brakes can be adjusted with facility.

STEERING.—Steering is of the worm and worm wheel type with provision for taking up wear. Over the steering wheel are the throttle, ignition and extra air levers.

SUSPENSION.—Road springs are semi-elliptic; those at the rear are underslung and of exceptional length. Shock absorbers are fitted to the front and rear of the car.

TYRES.—Tyres are 820 x 120 mm. cord.

EQUIPMENT.—Electrical starting and lighting (the dynamo is driven by a silent chain, totally enclosed in the crankcase); carburetter air strangler, speedometer (positively driven from the gear box) spare wheel and tyre, electric horn, and the usual supply of tools. Blank number plates are provided.

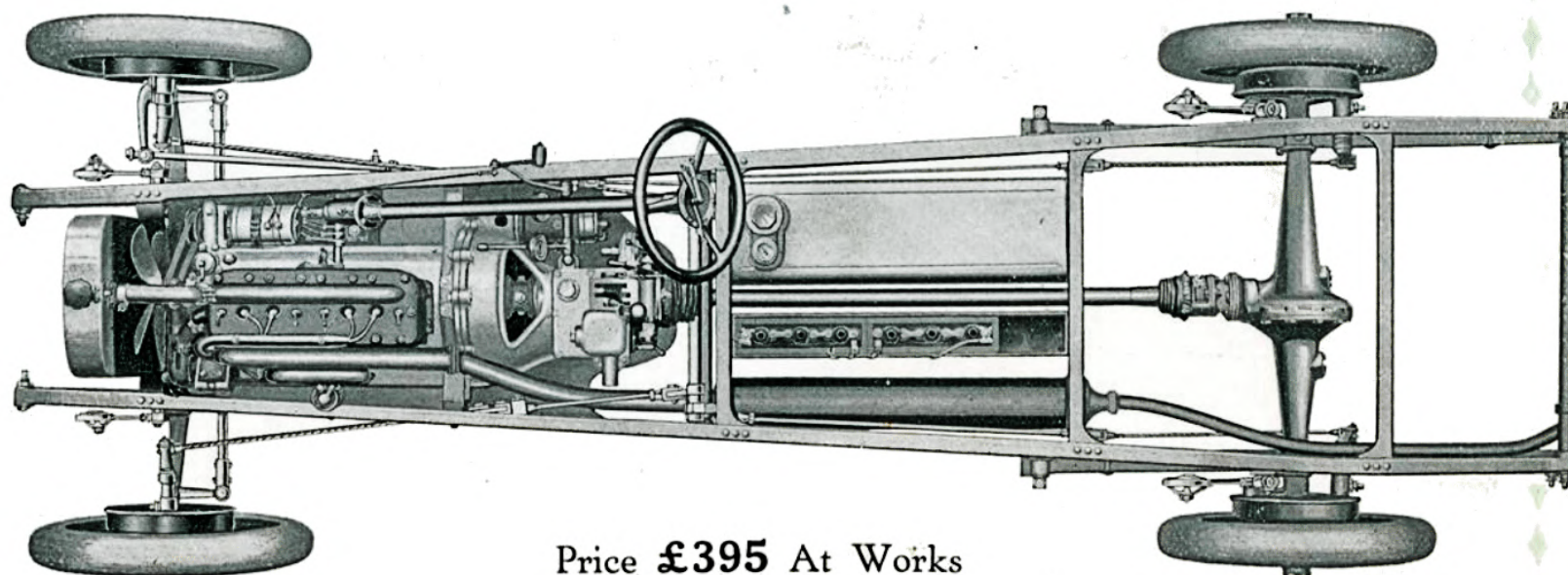


The chassis when sold alone includes :—

Dashboard.
Dashboard brackets.
Front flitch plates.
Top toe plate.
Bonnet.
Bonnet handles and fasteners
Radiator cowl.
Radiator motometer.
Number plates.
Oil gauge.
Shock absorbers.

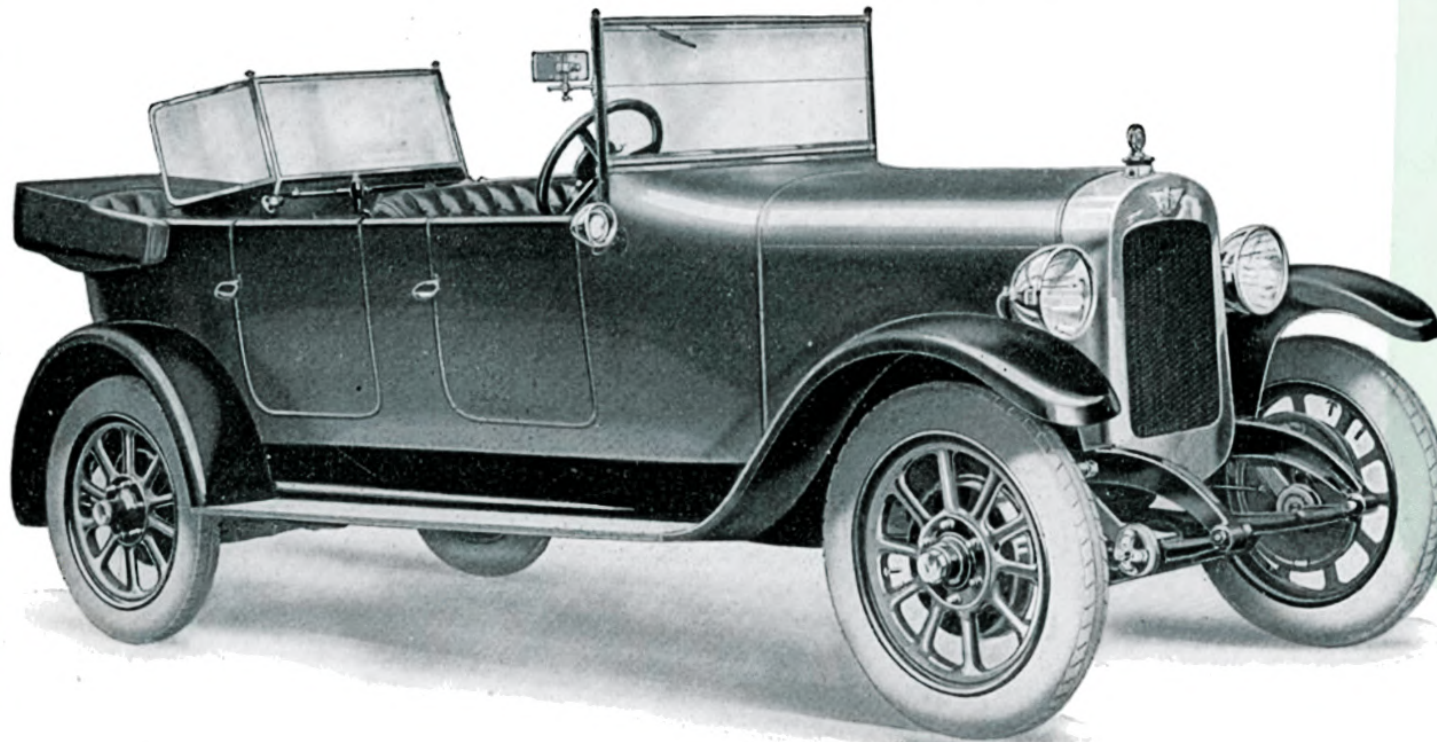
Equipment included, but not fitted :—

Spare wheel and tyre.
Spring gaiters.
Steering column support.
Five lamps and adapters
Switchboard.
Cut-out.
Starter switch.
Dash lamp.
Speedometer.
Horn, bracket and switch.
Air strangler.
Magneto switch.
Starting handle.
Tool kit.



Price £395 At Works

The AUSTIN TWENTY 5 - 7 Seater Touring Car



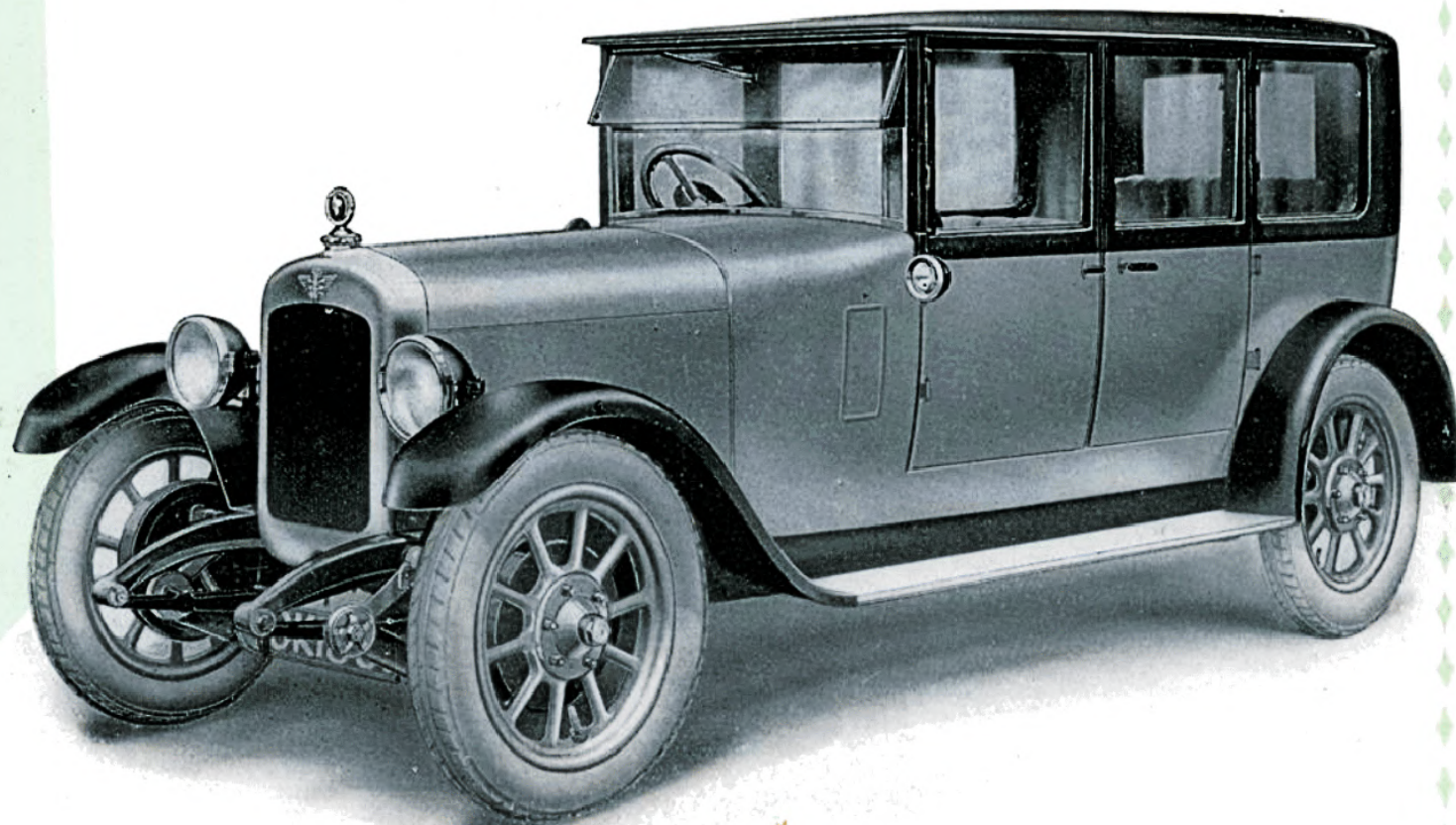
Upholstery in leather to suit colour chosen, front seats independently adjustable. Equipment includes clock, windscreen wiper, Klaxon horn, driving mirror, rear screen, luggage carrier, spring gaiters, shock absorbers, motometer on radiator, spare wheel and tyre. Triplex glass—Front screen, £5 10s. od. extra; rear screen, £6 os. od. extra.

Characteristic of this well-proved touring car is its general roominess. With the two auxiliary seats in use there is accommodation for seven persons. The front seat is adjustable. Accurately fitted hood and side-screens keep the interior perfectly warm and dry in bad weather. The car is exceptionally well-equipped.

Price **£525** complete
At Works, Birmingham

Especially bright is the interior of this 6-seater saloon, with large windows and four amply wide doors. The single centre seat can be moved on its pivot at convenience, and is folded away close behind the front ones. Provision for adjustment of front seats is common to Austin touring and saloon models.

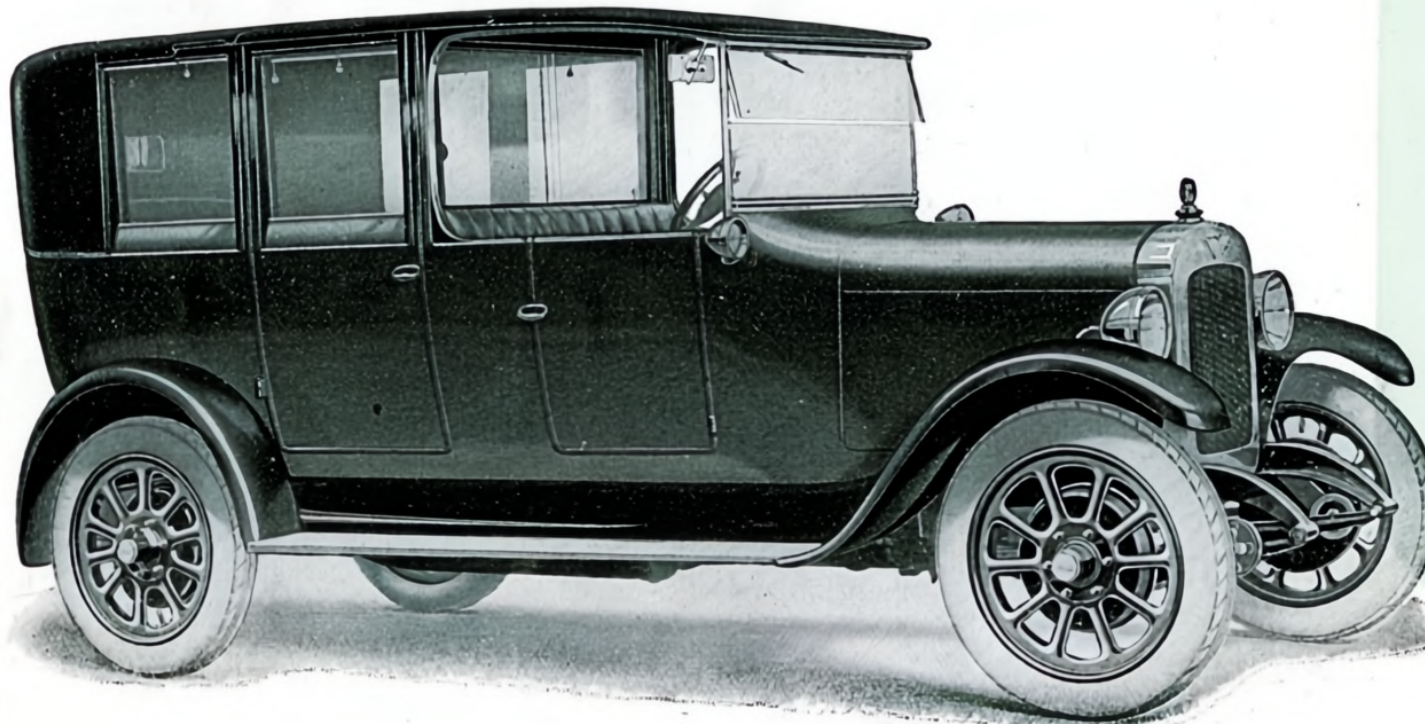
The AUSTIN TWENTY "Carlton" 4-door Saloon



Price **£675** complete
At Works, Birmingham

Upholstery in leather to suit colour chosen, or Bedford Cord; leather head. Equipment includes clock, driving mirror, roof-light, and windscreen wiper, Klaxon horn, luggage carrier, spring gaiters, shock absorbers, motometer on radiator, spare wheel and tyre. Triplex glass, £37 5s. od. extra.

The AUSTIN TWENTY
"Marlborough" Three-quarter Landaulet



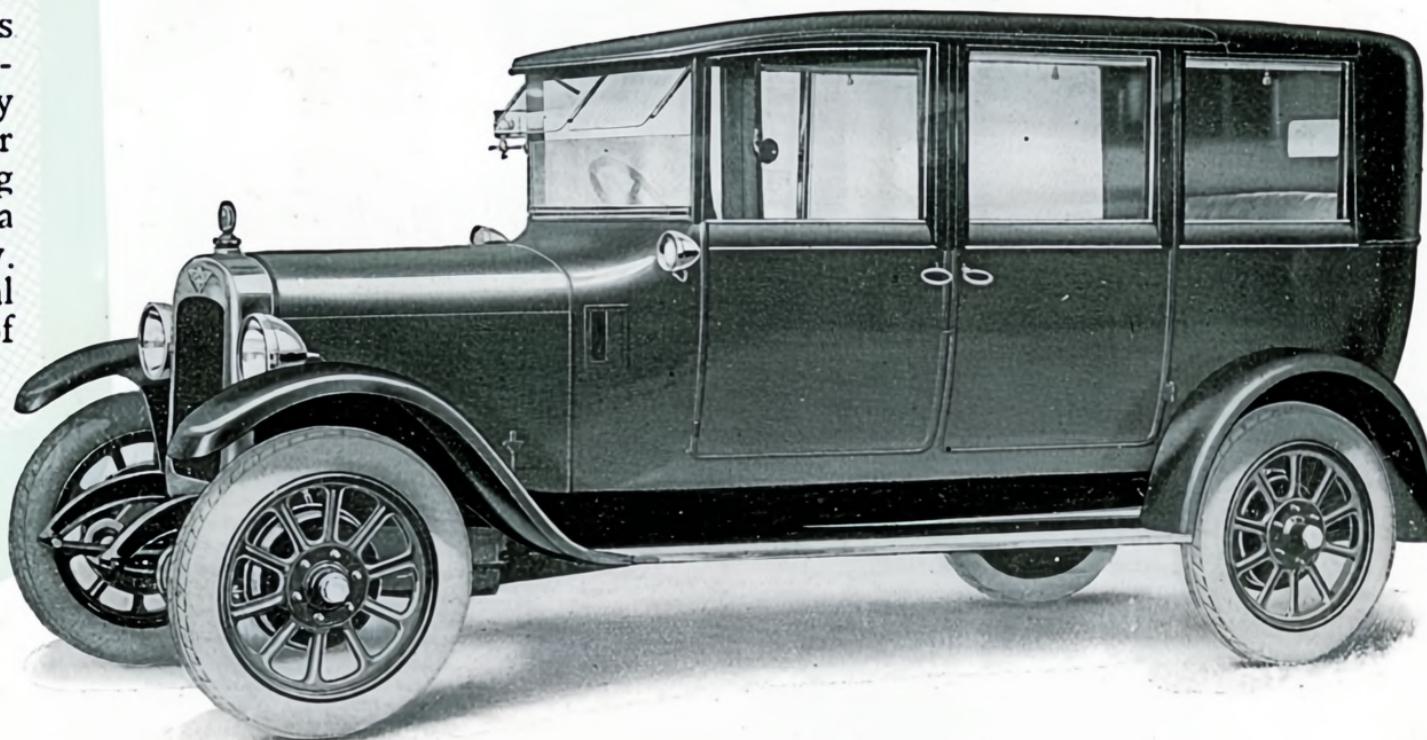
A seven-seater model of distinction which can be used as a closed carriage or with the rear part of the head open. A transverse window behind the front seats slides open when desired. The smooth running engine has an abundance of reserve power, and is noted for quiet and easy running. Weather protection for the driver is afforded by screens.

Upholstery in leather to suit choice of colour, or Bedford Cord ; leather head. Equipment includes clock, driving mirror, roof-light, windscreen wiper, Klaxon horn, driver's side screens, luggage carrier, spring gaiters, shock absorbers, motometer on radiator, spare wheel and tyre. Triplex glass, £31 10s. od. extra

Price **£675** complete
At Works, Birmingham

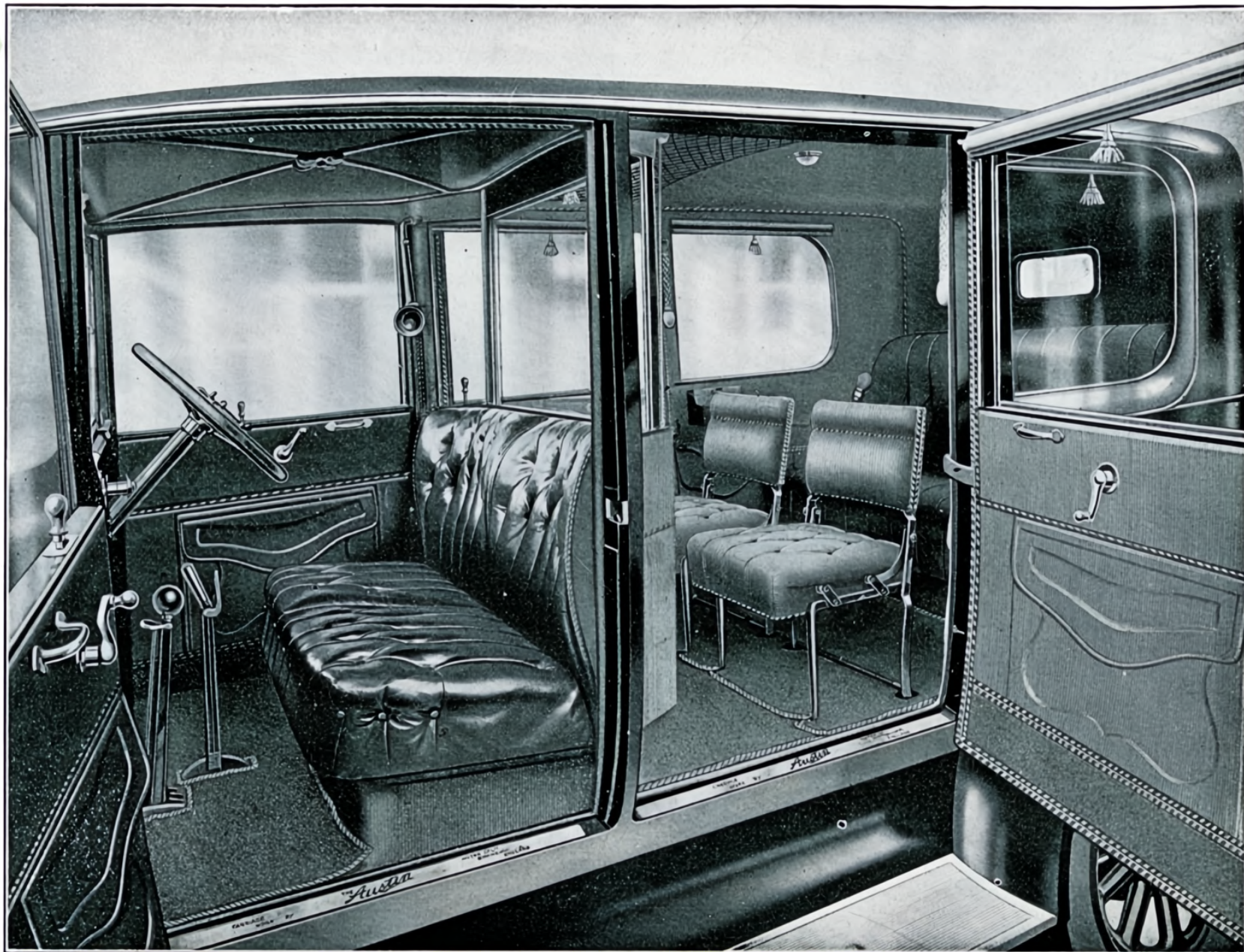
Conspicuously elegant in line and finish is this seven-seater model, which is designed to be driven by owner or chauffeur as desired. The front compartment can be entirely separated from the rear part of the car by raising the centre section of a transverse bow window. Doors are of exceptional width; the back part of the head can be opened.

The AUSTIN TWENTY *"Mayfair" Enclosed Landaulet*



Price **£795** complete
At Works Birmingham

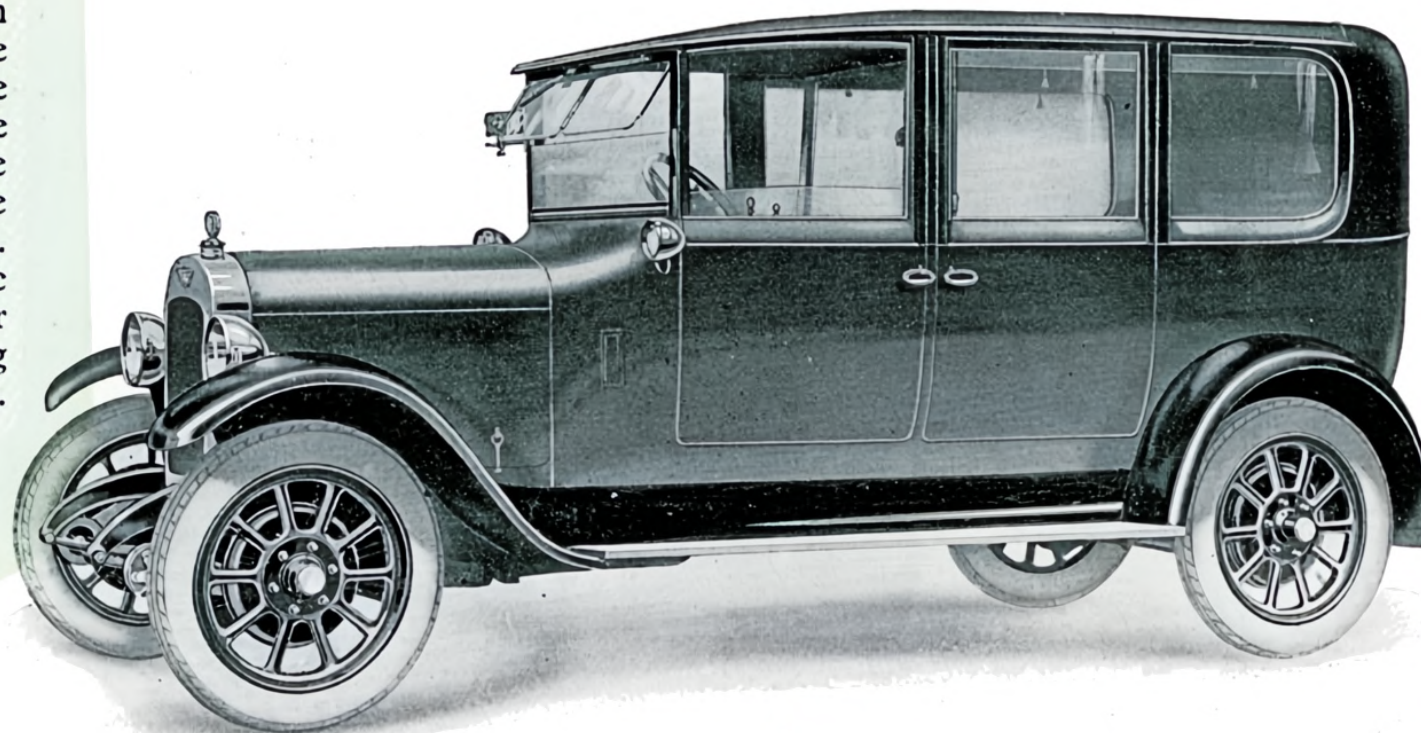
Upholstery in leather to suit the colour chosen, or Bedford Cord; leather head. Equipment includes clock, driving mirror, windscreen wiper, Klaxon horn, roof-light, luggage carrier, spring gaiters, shock absorbers, motometer on radiator, spare wheel and tyre, Triplex glass, £47 os. od. extra.



INTERIOR OF THE "MAYFAIR"

In beauty of line and completeness of equipment the "Mayfair" limousine represents the refinement of modern travelling luxury at the smallest possible cost. The lowering of a transverse bow window behind the front seats converts the interior into a saloon. Long springs, and the standard provision of four speeds are outstanding features on Austin cars.

The AUSTIN TWENTY *"Mayfair" Enclosed Limousine*



Price **£795** complete
At Works, Birmingham

Upholstery in leather to match the colour chosen, or Bedford Cord. Equipment includes clock, driving mirror, windscreen wiper, Klaxon horn, roof-lights, luggage carrier, spring gaiters, shock absorbers, motor on radiator, spare wheel and tyre. Triplex glass, £48 10s. od. extra.



The AUSTIN TWELVE

GENERAL DIMENSIONS

Wheel base	9ft 4in. (2,846 mm.)
Track	4ft. 4in. (1,321 mm.)
Full car length (including luggage carrier)	13ft. 6in. (4,116 mm.)
Full car width	5ft. 2in. (1,574 mm.)
Ground clearance	8½in. (216 mm.)
Weight of chassis	12½ cwt. (640 kilo.)

ENGINE.—4-cylinder monobloc; bore 2½ in. (72 mm.); stroke 4in. (102 mm.), Total capacity, 1,660 c.c.; R.A.C. rating, 12.8 h.p.; b.h.p. at 2,000 r.p.m., 20. The cylinder head is detachable and the valves are all on the left-hand side. The crankshaft is carried on five bearings of large diameter. Pistons are of aluminium.

FUEL SUPPLY.—Is by a vacuum system. The fuel tank has a capacity of 8 gallons (30 litres), and is provided with a large filler; a dial gauge indicates the amount of fuel in the tank, and is readily observable when replenishing.

IGNITION.—By magneto.

COOLING.—By fan and pump.

LUBRICATION.—Lubrication is by means of a gear pump, forcing oil through the drilled crankshaft to all bearings of the crankshaft and camshaft. A large gauze filter in the oil reservoir is easily removed for cleaning. Chassis lubrication by grease gun.

TRANSMISSION.—The clutch is of the single-plate type. The gearbox has four speeds forward, and reverse. The ratios of engine to road wheels are:—1st speed, 20 to 1; 2nd speed, 12 to 1; 3rd speed, 8 to 1; top speed, 5.18 to 1. Gear changes are effected by a lever mounted centrally on the top of the box. Final drive is by helical bevel gear mounted on roller bearings. The rear axle is of the three-quarter floating type.

BRAKES.—Front wheel brakes are fitted in addition to those on the rear wheels and on the transmission. The pedal applies brakes to all four road wheels, and the hand lever applies shoes directly to a drum behind the gearbox. Both sets of brakes can be adjusted with facility.

STEERING.—Steering is of the worm and worm wheel type, with provision for taking up wear. Over the steering wheel are the throttle and ignition levers.

SUSPENSION.—Road springs are semi-elliptic; those at the rear are underslung and of exceptional length. Shock absorbers are fitted to the front and rear of the car.

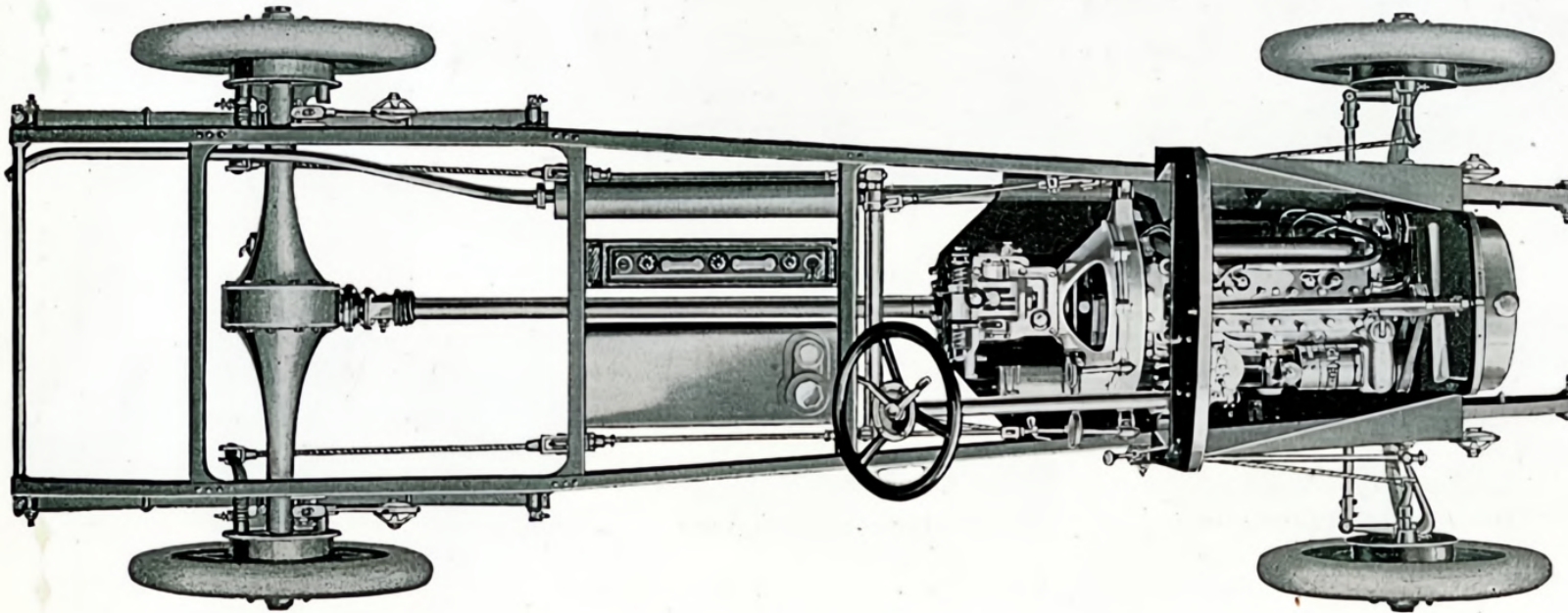
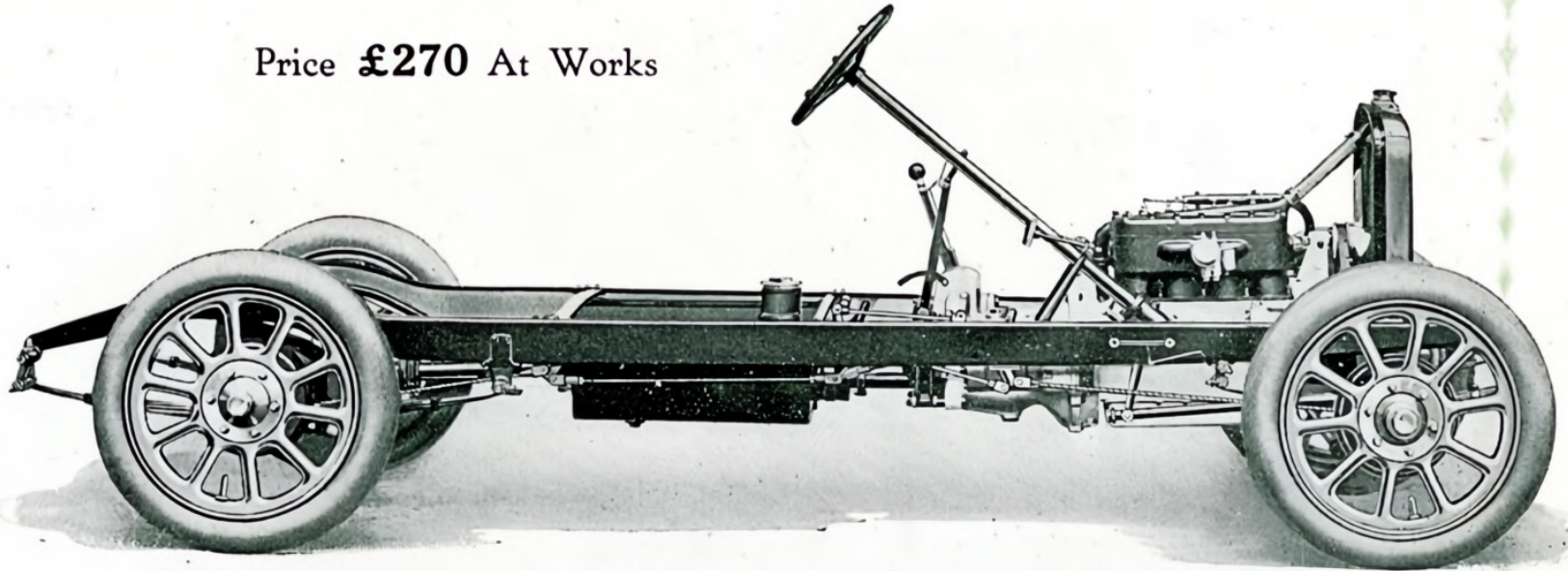
TYRES.—Tyres are 765 x 105 mm. cord.

EQUIPMENT.—Electric starting and lighting (the dynamo is driven by a silent chain, totally enclosed in the crankcase), carburettor air strangler, speedometer (positively driven from the gearbox), spare wheel and tyre, electric horn, and the usual supply of tools. Blank number plates are provided.

Price £270 At Works

The chassis when sold alone
includes :—

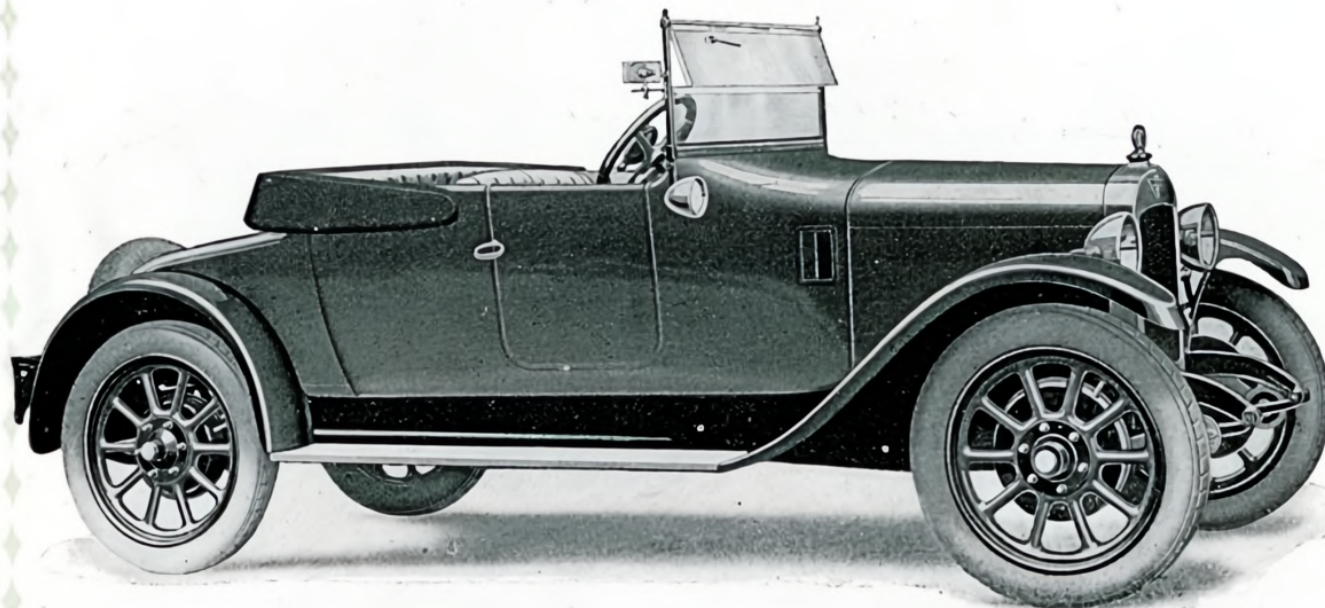
- Dashboard.
- Dashboard brackets.
- Front fitch plates.
- Top toe plate.
- Bonnet.
- Bonnet handles and fasteners.
- Radiator cowl.
- Radiator motometer.
- Number plates.
- Oil gauge.
- Shock absorbers



Equipment included, but not
fitted :—

- Spare wheel and tyre.
- Spring gaiters.
- Steering column support.
- Five lamps and adapters.
- Switchboard.
- Cut-out.
- Starter switch.
- Dash lamp.
- Speedometer.
- Horn, bracket and switch
- Air strangler.
- Magneto switch.
- Starting handle.
- Tool kit.

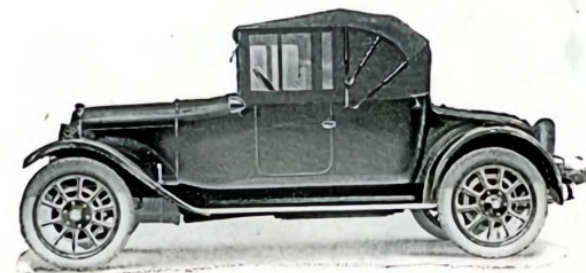
The AUSTIN TWELVE "Hertford" 2-4 Seater



Upholstery in leather ; adjustable driving seat. Equipment includes spare wheel and tyre, clock, windscreen wiper, electric horn, driving mirror, luggage carrier, spring gaiters, shock absorbers and motometer on radiator. Triplex glass, £5 10s. od. extra. There is choice of three colours—royal blue, nigger brown, and elephant grey with leather to match

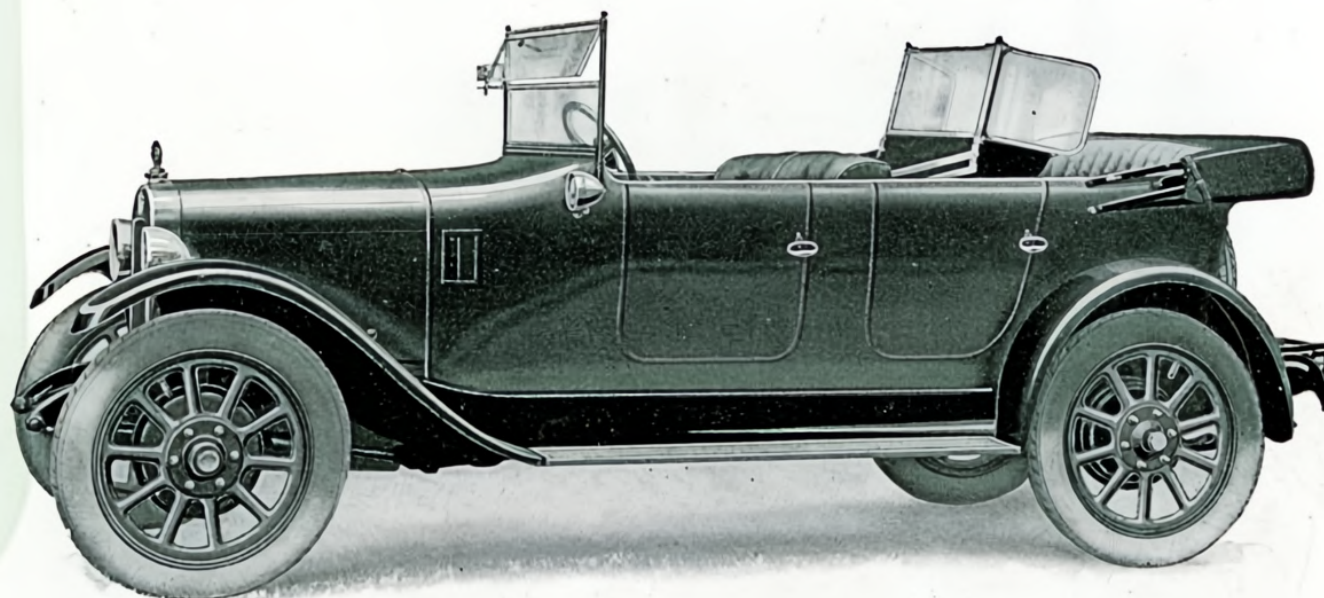
Price **£355** complete
At Works, Birmingham

Particularly ingenious are the seating arrangements of this model. Behind the main seats are detachable auxiliaries which are completely covered when the hood is raised. These seats may be removed when unoccupied, leaving space for luggage. There is, additionally, a double dickey of roomy proportions and comfortable design.

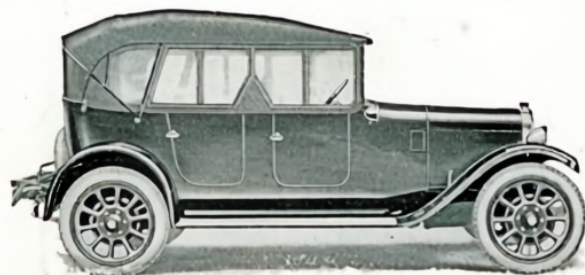


The most economical service is obtained from this excellent family five-seater; its low maintenance costs have been well proved. The front seat is adjustable. The car has compact and graceful lines and wide doors. The "Clifton" has been accepted all over the world as a medium sized car of most economical character and fine wearing qualities.

The AUSTIN TWELVE *"Clifton" 5 Seater*

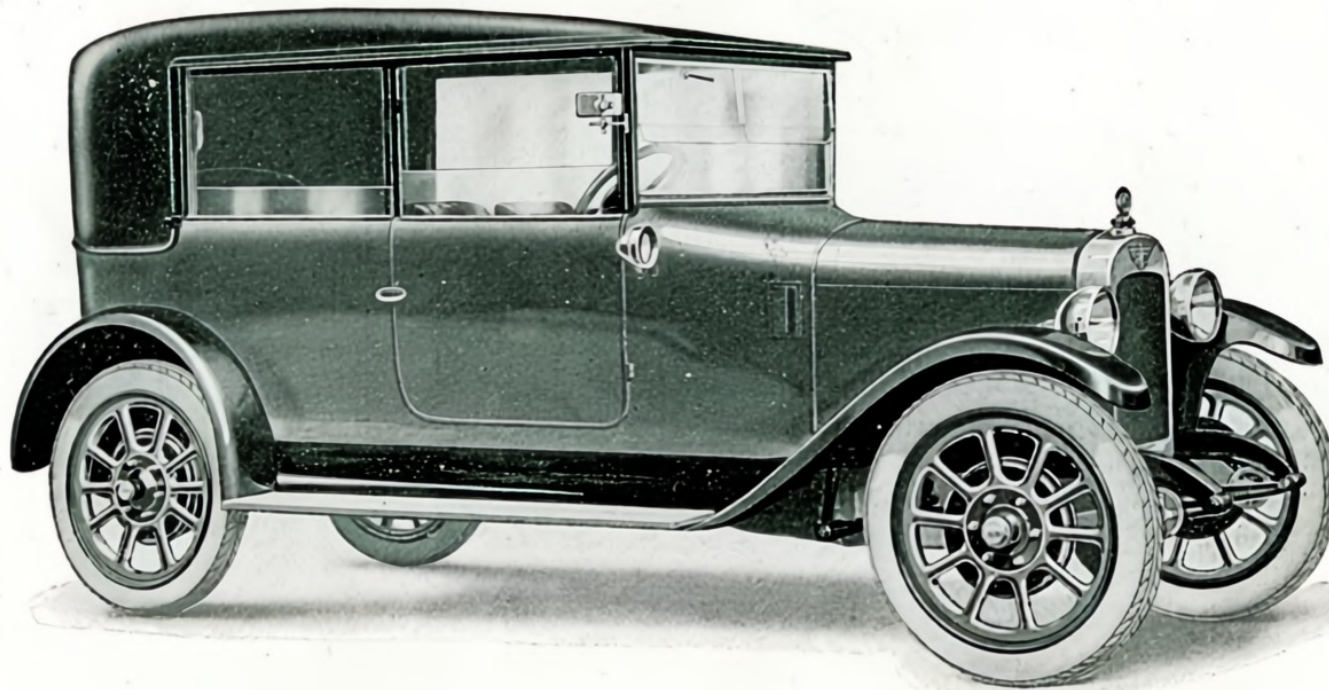


Price **£355** complete
At Works, Birmingham



Upholstery in leather; adjustable driving seat. Equipment includes spare wheel and tyre, clock, windscreen wiper, electric horn, driving mirror, rear screen, luggage carrier, spring gaiters, shock absorbers and motometer on radiator. Triplex glass, £5 10s. 0d. each screen extra. There is choice of three colours—royal blue, nigger brown, and elephant grey, with leather to match.

The AUSTIN TWELVE
"Harley" All-Weather



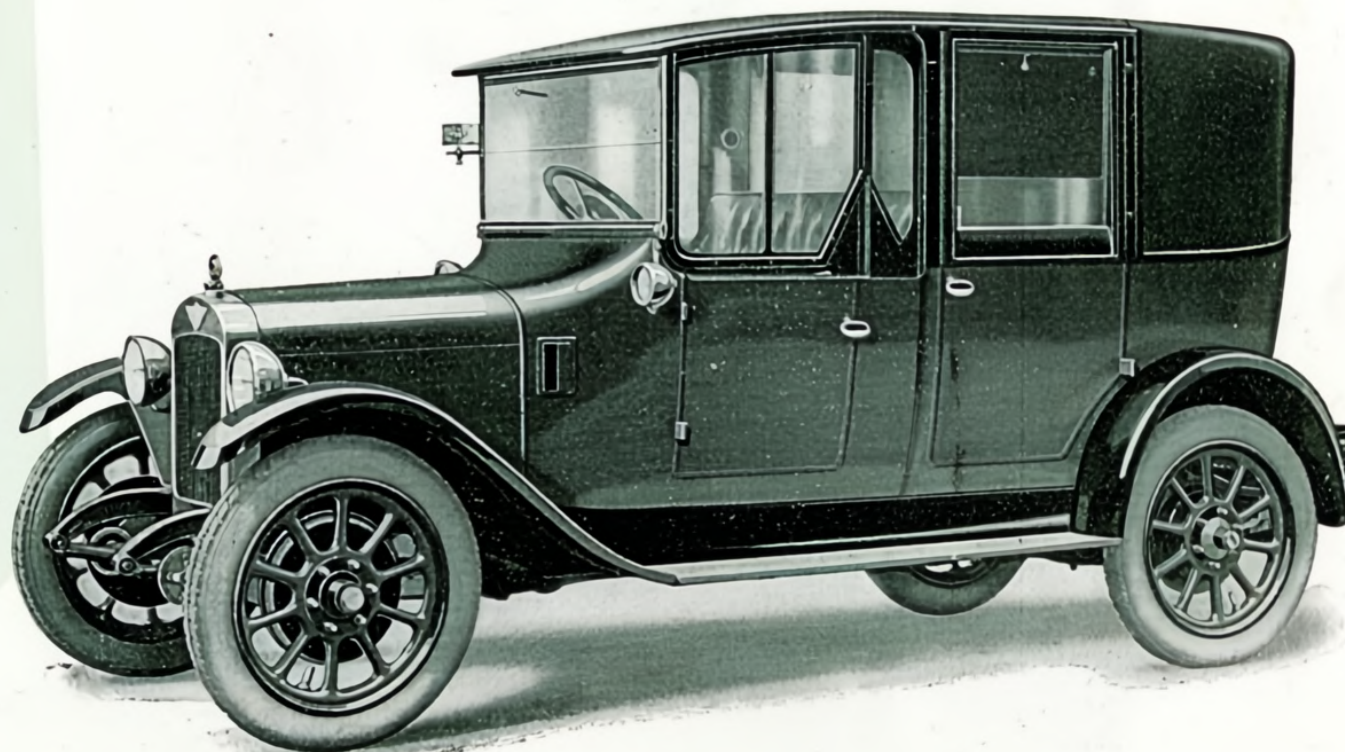
Upholstery in leather to suit colour chosen, or Bedford Cord ; driving seat adjustable ; leather head. Equipment includes clock, driving mirror, roof-light, wind-screen wiper, electric horn, luggage carrier, spring gaiters, shock absorbers, motometer on radiator, spare wheel and tyre. Triplex glass, £27 10s. od. extra.

Doctors who prefer a type lighter than the Austin Twenty find this car pre-eminently suited to their professional use. The utmost dependence can be placed upon unfailing good service, instant readiness for journeys and quiet running. Capable of the hardest work, the car does fullest credit to a doctor's standing. The head is of leather, and can be folded back.

Price **£475** complete
At Works. Birmingham

Distinct from the saloon in that it is intended to be driven by a chauffeur, this Austin Twelve model meets the demand for a landaulet of medium capacity. The rear seat of the interior accommodates two persons, and two folding seats are provided. The rear part of the head can be folded back. Side-screens are provided for the chauffeur's protection.

The AUSTIN TWELVE *"Berkeley" Single Landaulet*



Price **£475** complete
At Works, Birmingham

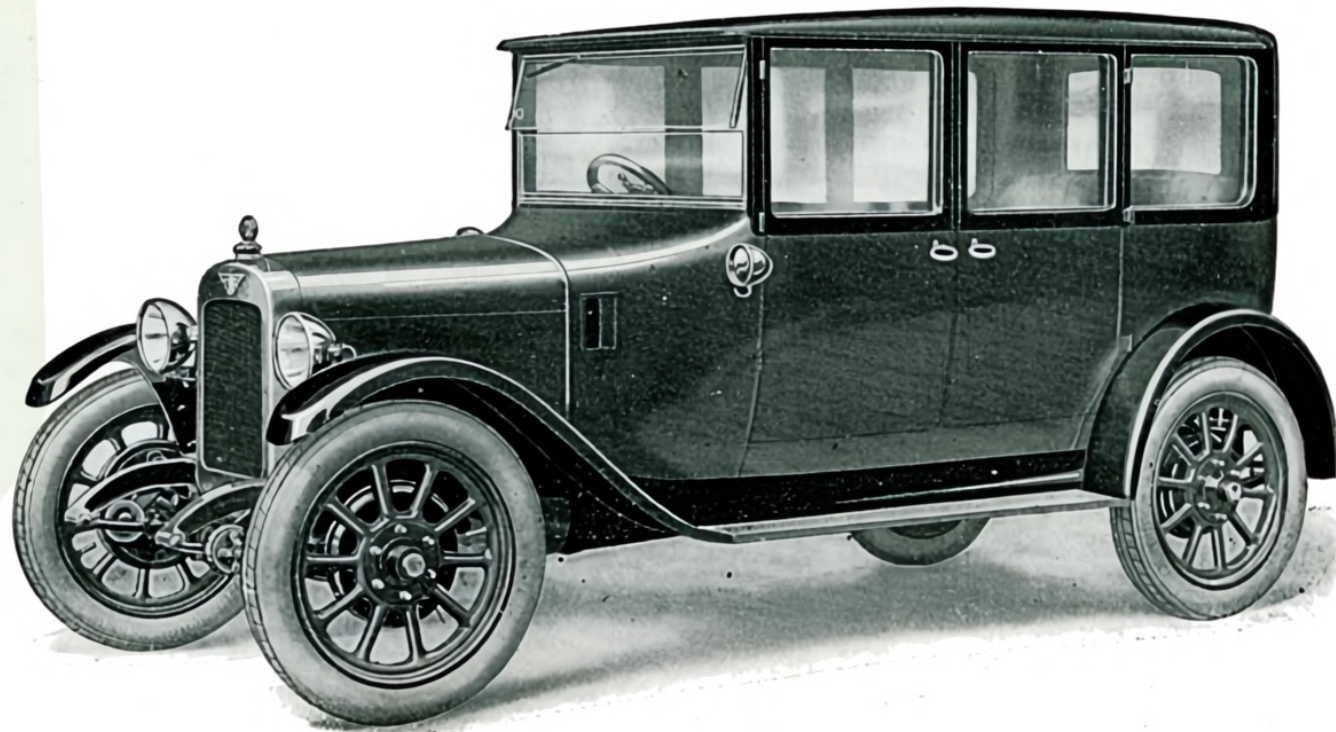
Interior upholstery in leather to suit choice of colour, or Bedford Cord ; leather head. Equipment includes clock, driving mirror, roof-light, and windscreen wiper, electric horn, luggage carrier, spring gaiters, shock absorbers, motometer on radiator, driver's side screens, spare wheel and tyre. Triplex glass, £22 5s. od. extra.



INTERIOR OF THE
"WINDSOR" SALOON

In finish and in detail this light enclosed car is worthy of the best Austin traditions. Independently adjustable front seats are a convenience and add comfort; four wide doors give easy access to all seats. The light and airy interior owes much of its brightness to the large rear window. This type of car becomes more popular every year.

The AUSTIN TWELVE *"Windsor" Saloon*



Price **£475** complete
At Works, Birmingham

Upholstery in leather to suit colour chosen, or Bedford Cord. Equipment includes clock, driving mirror, wind-screen wiper, electric horn, roof-light, luggage carrier, spring gaiters, shock absorbers, motometer on radiator, spare wheel and tyre. Triplex glass, £32 10s. od. extra

The AUSTIN SEVEN

DIMENSIONS

Full car length . . .	9ft. 2in. (2,796 mm.)
Full car width . . .	3ft. 10in. (1,169 mm.)
Wheel base . . .	6ft. 3in. (1,905 mm.)
Track . . .	3ft. 4in. (1,016 mm.)
Road clearance . . .	8½in. (230 mm.)
Weight (approx.) . . .	7½ cwt. (375 kilo.)
Height to top of screen .	4ft. 9in. (1,450 mm.)
Height to top of hood when raised . . .	5ft. 4in. (1,625 mm.)

ENGINE.—4-cylinder, water-cooled, detachable head ; bore 2.2in. (56 mm.) ; stroke, 3in. (76 mm.). Total capacity, 747.5 c.c. ; R.A.C. rating, 7.8 ; b.h.p. 10.5 at 2,400 r.p.m. The crankshaft has roller bearings. Aluminium pistons.

FUEL SUPPLY.—By gravity from 4-gallon tank (18 litres).

IGNITION.—By magneto.

COOLING.—Radiator and fan.

LUBRICATION.—Engine lubrication is by means of a gear pump. Chassis lubrication is by grease gun.

TRANSMISSION.—Single-plate clutch. The ratios of engine to road wheels are :—1st speed, 16 to 1 ; 2nd speed, 9 to 1 ; top, 4.9 to 1 ; reverse, 21 to 1. Gear changes are effected by a lever mounted centrally on the top of the box. Final drive is by helical bevel gear. The rear axle is of the three-quarter floating type, with differential and torque tube.

BRAKES.—The pedal-operated brake acts on the drums of the rear wheels, and the hand lever applies brakes to the front wheels. The adjustment of both sets is extremely accessible and quickly carried out.

STEERING.—Steering is of the worm and worm wheel type, with provision for taking up wear. Over the steering wheel are the throttle and ignition control levers.

SUSPENSION.—Semi-elliptic cross spring in front ; those at the rear are quarter elliptic. Shock absorbers, front and rear.

TYRES.—Tyres are 26 x 3½in. (Dunlop Balloon), and the wheels are of special wire type.

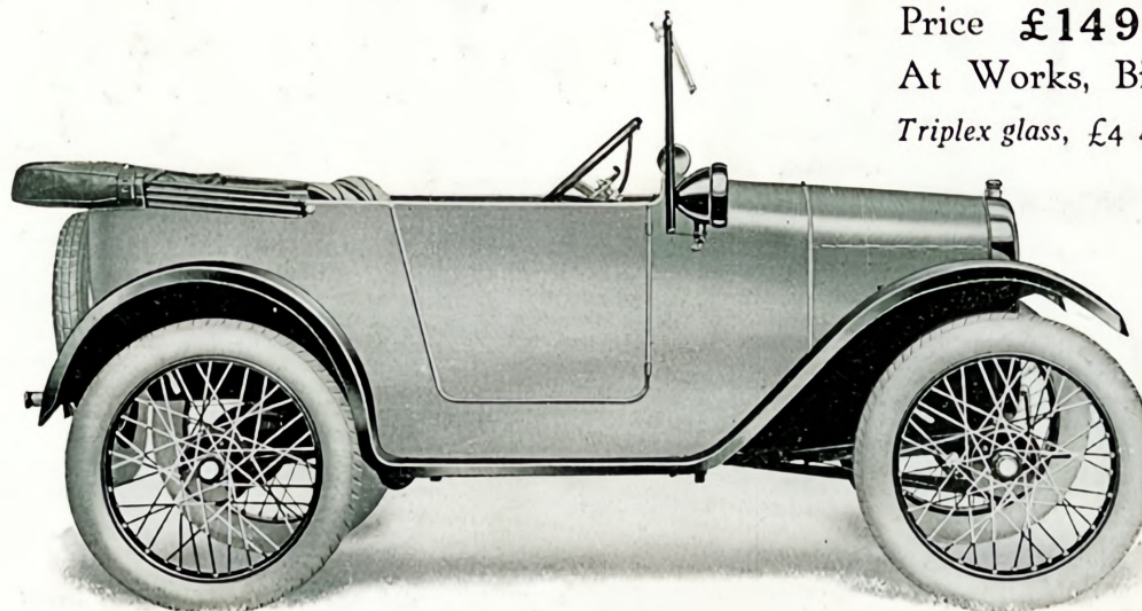
EQUIPMENT.—Electric starting and lighting, carburetter air strangler, spare wheel and tyre, electric horn, blank number plates.

Ask or write for "Seven" Booklet 508.

This small touring car seats two adults and two children, or a third adult, up to a total weight of 30-32 stone. There is ample accommodation for luggage. The car is designed to give continuous good service under strenuous conditions.

The AUSTIN SEVEN

Price **£149** complete
At Works, Birmingham
Triplex glass, £4 4s. od. extra



The chassis when sold alone is fitted with shock absorbers, and includes :—

Petrol tank, complete with filler cap, strainer, and tap at the bottom, also pipe to carburetter.
Radiator and cowl.
Spare wheel and tyre.
Three lamps.
Switchboard.
Cut-out.
Starter switch.

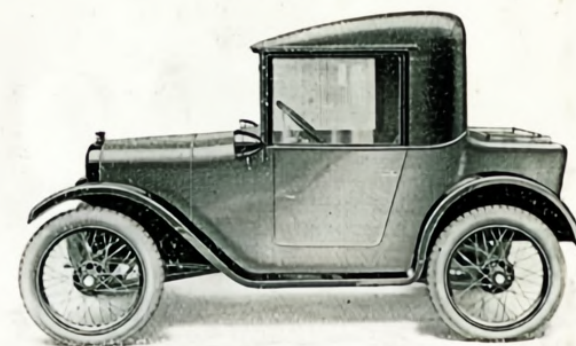
Battery.
Oil indicator.
Air strangler
Magneto switch.
Horn and bracket.
Horn switch.
Number plates.
Tool kit.

Note :— These parts are not mounted in place.

Parts NOT supplied are :—Bonnet, bonnet supports, dashboard, front scuttle, instrument board, running boards, mudwings, electric light wiring.

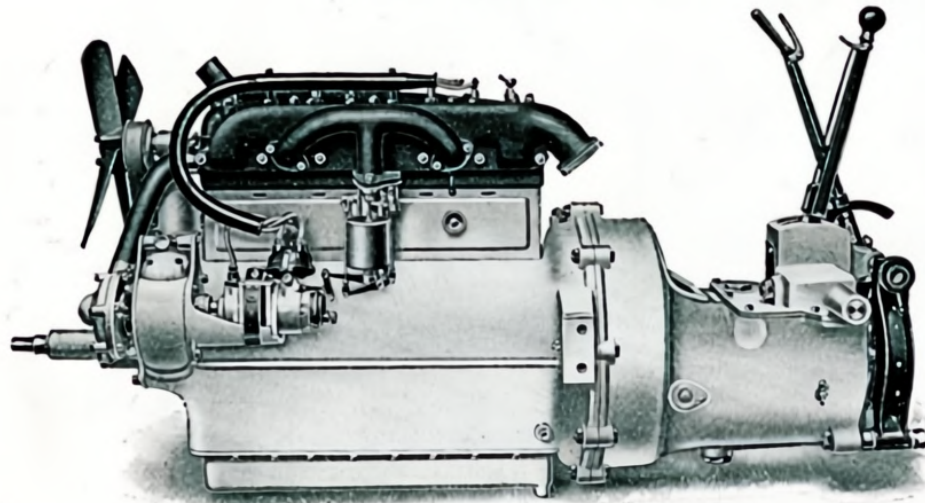


The 50 m.p.h. Sports Model, **£170**, complete at Works.

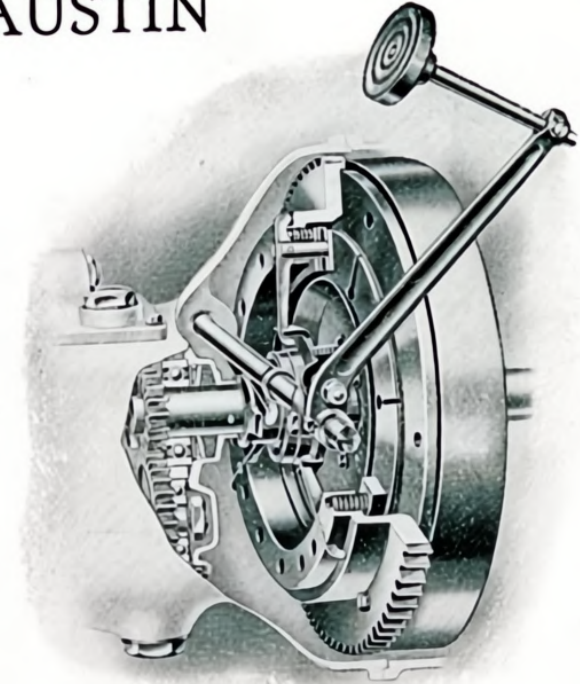


Coupe Model, Fixed Head.
£165, complete at Works.
Triplex glass, £12 12s. 0d. extra.

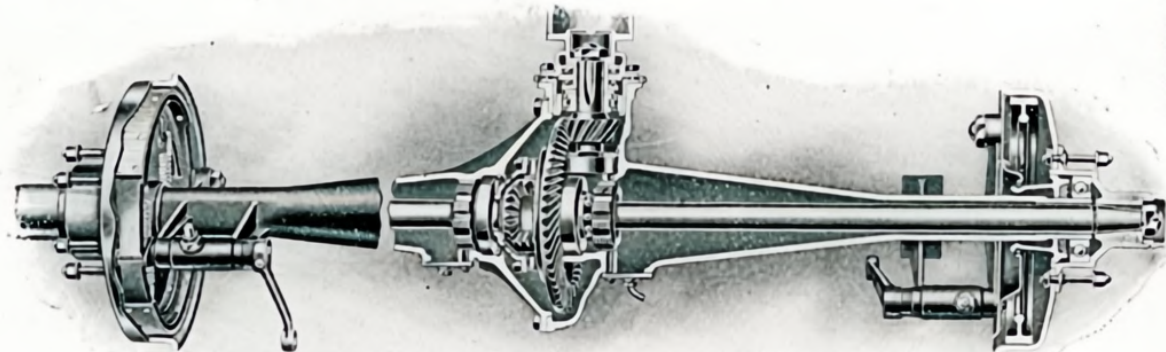
COMPONENTS OF THE AUSTIN



The power unit of the Austin Twenty, which resembles that of the Austin Twelve. Each has five crankshaft bearings with forced lubrication also to connecting rod and camshaft bearings. There are four speeds forward, with central gate change giving direct operation. Note direct application of hand brake and its ease of adjustment.



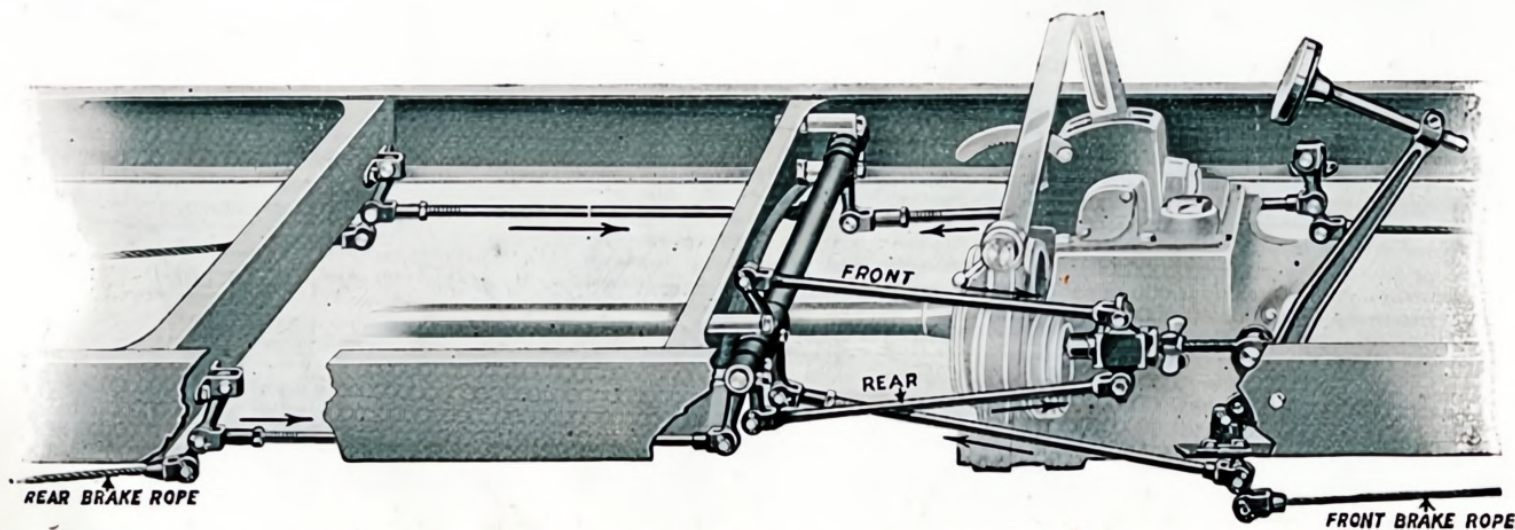
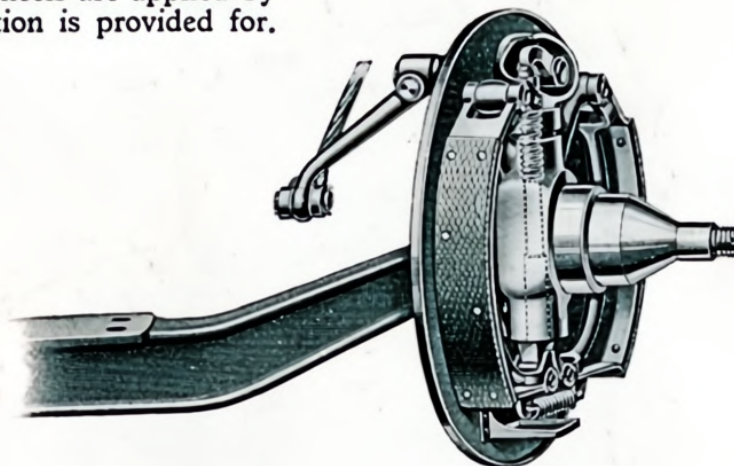
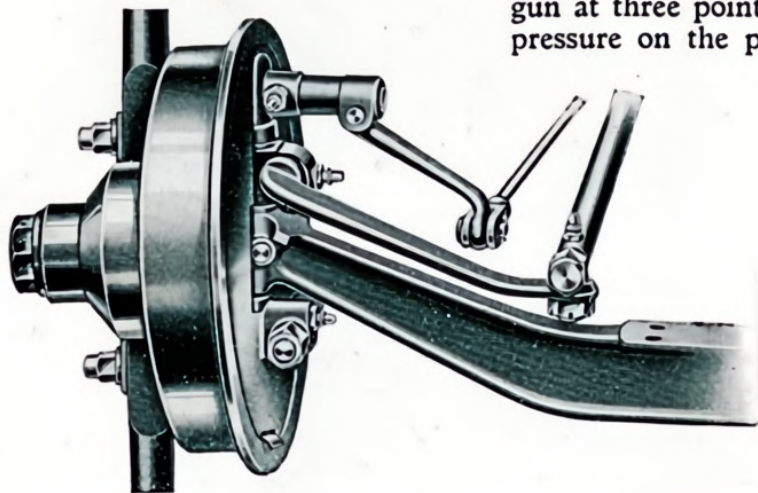
The single-plate clutch, working dry. Clutch and brake pedals are easily adjusted to individual requirements.



The final drive to the three-quarter floating back axle. Note the helical teeth, giving perfectly silent transmission of power, and the full provision for meeting all thrusts, and mode of adjusting bearings.

AUSTIN FRONT WHEEL BRAKES

The mechanism of the front wheel brakes fitted to all "Austin Twenty" and "Austin Twelve" cars. It is fully protected from dirt and wet, and is lubricated by grease gun at three points. Brakes on all wheels are applied by pressure on the pedal, and compensation is provided for.



APPRECIATIONS OF THE AUSTIN

WITH THE PRINCE

"My Austin Twenty 'Marlborough' landaulet accompanied the Prince of Wales on a recent tour through Northern Wales. The car covered a distance of 540 miles with no preliminary preparation, and without the slightest engine trouble. It took all the hills on top gear, with the exception of Blaenau Festiniog, where I was compelled to drop into third—this with five passengers and luggage."—J. E. T. P., Cardiff.

FOR THE DOCTOR

"My 'Austin Twenty' touring car has toured the Welsh and South Coasts and Devon, and during the run from Minehead to Ilfracombe climbed Porlock and Parracombe hills quite easily. The tour extended over 1,300 miles, during which the tool-kit was required only once—to adjust the foot brake and electric horn. The 'Marlborough' landaulet which I purchased last October has completed 10,000 miles this month. I recently toured the Midlands and East Coast, covering a distance of 650 miles—no repairs or adjustments were necessary except for a single puncture. She has not been overhauled nor does she require overhauling. She does 21 miles to the gallon, is very light on oil, and has completed the 10,000 miles on the original four Dunlop Cord tyres. I think this speaks for itself."—Dr. J. M. S., Manchester

RELIABLE FOR BUSINESS.

"You will no doubt be interested to know that this 'Austin Twenty' touring car has now done over 39,000 miles, and has given me every satisfaction. As I use it principally for business, its reliability for week in and week out has been remarkable."—F. W. G., Leicester.

A TRAVELLING ADVERTISEMENT

"She ('Austin Twenty' landaulet) has covered about 40,000 miles, over which she has given every satisfaction, and we cannot speak too highly of her. She will do 23 m.p.g. and over 50 m.p.h. with a load up, and is indeed a travelling advertisement of your products."—C. C. D., Norwich.

IN GRAND CONDITION

"I have driven your 12.8 h.p. coupe No. TC.310—purchased last April, 5,300 miles and not even up to the present removed a sparking plug, and the car is running in grand condition now."

ABERGLASLYN ON TOP

"I have just finished a tour to North Wales and back in my 'Austin Twelve.' I have just been through the passes of importance, and the total distance covered is 1,072 miles. The consumption of petrol averages 25 miles to a gallon. I started with oil up to collar and finished ditto, and added only three pints during the trip. The only attention was one plug changed. I climbed from Lake Gwynant to the top of the Aberglaslyn Pass with five up on top gear, which I consider was a remarkable performance. Low gear was never required, and only second occasionally, when baulked. The mileage to date is 5,300, and everything is top hole."—W. T., West Hartlepool.

NEVER BEEN TOUCHED.

"I might add that I am very well pleased with my 'Austin Twelve.' I bought the car a year last March, and have done 5,999 miles. Up to to-day the engine has never been touched, not even decarbonised."—W. H. Bradford.

THE ASTONISHING "SEVEN"

"The car quite astonished me. I knew it was fast, but had no idea it was so smooth. Both Mrs. T. and myself were astonished at how little we felt road shocks. The engine starts very easily, the clutch is admirable, and could not find any 'critical speed.' Being new we took it easily on the level, but its power on hills is really wonderful, and enables one to make a good average speed without pushing the car at all. I think it is absolutely the best thing you have done, and should give you a virtual control of the cycle-car market. If you can readily do it at the price I am sure your past financial trouble will soon fade away as sales must be huge. The little car made a splendid impression at Brooklands, and Captain Waite's performance was much appreciated."—O. S. T., London, E.C.3.

MANUFACTURERS' WARRANTY

SUBJECT to the conditions hereinafter mentioned the goods manufactured by the Company and specified below shall be accepted by the purchaser subject to the following express warranty, which includes all warranties, conditions and liabilities whatsoever whether statutory or otherwise, which might exist against the Company but for this provision, viz. :—In the event of any defect being disclosed in any part or parts of the goods and if the part or parts alleged to be defective are returned to the Company's works, carriage paid, within twelve months after delivery, the Company undertakes to examine same, and should any fault, due to defective material or workmanship, be found on examination by the Company, it will repair the defective part or supply free of charge, a new part in place thereof.

The Company's responsibility is limited to the terms of this guarantee, and it shall not be answerable for any contingent or resulting liability, or loss arising through any defects. This guarantee does not relate to defects caused by motor racing, wear and tear, misuse or neglect, or to the defects in any motor, motor vehicle, or goods which have been altered after leaving the Company's works, or which have been let out on hire, or the identification numbers or marks on which have been altered or removed. The Company accepts no responsibility for tyres, speedometers or the electrical equipment or other goods (including coachwork) not of its own manufacture.

The Austin Motor Co., Ltd., issues no warranty of the under-mentioned goods except as stated herein, but desires and expects that customers shall make a thorough examination before purchasing. This warranty is limited to the despatch to the purchaser without charge except for transportation, of the part or parts, whether new or repaired, in exchange for those acknowledged by the Company to be defective, and is dependent upon the strict observance of the following clauses :—

- (a) The purchaser shall at time of purchase personally sign the form supplied by the Company, and register his name, address, date of purchase, number of car and name and address of Seller with the Company, and shall obtain from the Company a signed copy of this warranty and shall produce same to the Company's representative for inspection in case of any claim being made. This warranty shall not be assigned or transferred to anyone unless the Manufacturer's consent in writing has been first obtained.
- (b) The purchaser shall send to the Company's works, such part or parts as are alleged or claimed to be defective promptly on the discovery of the claimed defect. Transportation is to be prepaid by the purchaser, and said part or parts to be properly packed for transit and clearly marked for identification with the name and full address of the owner, and with the number of the vehicle from which the said part or parts were taken.
- (c) The purchaser shall post to the Company at its works on or before despatch of such part or parts alleged to be defective, a full and complete description of the claim and the reasons therefore.
- (d) The judgment of the Austin Motor Co. Ltd., in all cases of claims shall be final and conclusive, and purchaser agrees to accept their decision on all questions as to defects and to the exchange of part or parts. After the expiration of six days from the despatch of notification of the Company's decision the part or parts submitted may be scrapped or returned carriage forward by the Company.

TERMS OF BUSINESS

TERMS OF BUSINESS.—The Company reserve the right to add to the list prices such increases as may, in their opinion, be justified by the cost of labour and materials. Should the price be increased prior to delivery the client has the option of cancelling the order within seven days after being notified of such increase, and of calling for the return of his deposit, i.e., £25, which sum shall be accepted in satisfaction of all claims.

DELIVERY.—At the Company's Works, Longbridge, Birmingham.

The Company will not be responsible for any delays in connection with the manufacture or delivery of any products listed herein, if

such delays are caused by scarcity of labour or material, strikes, lockouts or any cause over which the Company has no control.

ALTERATION IN DESIGNS.—The Company reserves the right to make, without notice, any alterations to or departures from the specifications of design detailed in this Catalogue whenever such alterations are considered advantageous.

DEPOSIT.—A deposit of £25 to accompany the order for each car or chassis and the balance of the purchase money becomes payable on delivery of goods.

